

Submission P001 (William Bird, August 25, 2011)

8/25/11



Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section

Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

Public Hearings
September 2011

Please submit your completed comment card at the
end of the meeting, or mail to:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September
28, 2011. Comments must be received electronically, or
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de Septiembre del 2011. Los comentarios tienen que ser
recibidos electrónicamente, o matasellosados, el o antes
del 28 de Septiembre del 2011.

Name/Nombre: William 'Brenster' Bird

Organization/Organización: Rail activist / Urban Planner

Address/Domicilio: 1122 W. Princeton Avenue, Visalia, CA 93277

Phone Number/Número de Teléfono: 559-732-6096, 559-381-4785 (c)

City, State, Zip Code/Ciudad, Estado, Código Postal: VISALIA, CA 93277

E-mail Address/Correo Electrónico: mec569@yahoo.com

(Use additional pages if needed/Usar páginas adicionales si es necesario)

- HSR is needed for our Valley to remain
Usable and viable. The benefits outweigh
The impacts.

P001-1

Please include inter-modal opportunities in the
process (Buses, Amtrak, Airports, etc.)
Thank you for your thoroughness in processing
the EIR and presenting your case to the
general public.

I felt welcomed by your staff and assistants
who listened to me and my concerns and adequately
addressed them.

I felt my concerns were met by your
staff - very professional in their approach.
Very informative.

Sincerely,
William Bird



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission P001 (William Bird, August 25, 2011)

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There are no specific plans for integration of the HST, Amtrak, and transit services at this time. However, in approving Proposition 1A, voters gave the state tools to do two things:

- Provide the HST connection between California's economic centers.
- Enhance the regional/commuter rail systems that will tie into that HST connection.

The Revised 2012 Business Plan (Authority 2012a) ties together these two goals and can help advance both simultaneously.

Of the \$950 million in Proposition 1A set aside to enhance regional rail systems, \$190 million is allocated to the state's three intercity rail lines (the Capitol Corridor, the San Joaquin, and the Pacific Surfliner lines) and \$760 million is allocated to local and regional/commuter rail systems. Proposition 1A gave approval authority over project selection to the California Transportation Commission (CTC).

The \$760 million for regional/commuter rail systems was allocated to 10 agencies based on existing state formula distributions. Because these 10 systems will connect directly with the high-speed system, it is imperative that the state and regional/local agencies work cooperatively to ensure those linkages are efficient and effective. The 10 agencies are as follows:

- Altamont Commuter Express (ACE)
- Los Angeles County Metropolitan Transportation Authority (LACMTA)
- North Coast Transit District, San Diego County (NCTD)
- Peninsula Corridor Joint Powers Board (Caltrain)
- Sacramento Regional Transit District (RT)
- San Diego Trolley, Inc.
- San Francisco Bay Area Rapid Transit District (BART)
- San Francisco Municipal Railway Transit System (MUNI)
- Santa Clara Valley Transportation Authority (VTA)
- Southern California Regional Rail Authority (Metrolink)

In February 2010, the CTC adopted guidelines for the program. Those guidelines state that "the Commission will give priority to those projects that provide direct connectivity to the high-speed train system." A program of projects was identified and adopted by the CTC in May 2010. However, to date, of the \$760 million, only \$45.5 million has been

P001-1

appropriated, specifically to advance important safety programs. Two governors have vetoed the appropriation of additional funding, each citing the lack of a coordinated plan for improvements, as called for in Proposition 1A and the CTC guidelines. As part of the implementation strategy of early investment, the CTC has begun to work collaboratively with regional transportation agencies to reach agreement on a package of investments that will provide near-term local benefits and address previous concerns that resulted in vetoes. Success will allow regional agencies to put their shares of these funds to use for important projects—creating jobs, transportation improvements, and economic activity as the system progresses, as well as increasing the overall rail-system capacity to support high-speed rail.

A goal of this collaboration is to identify and move forward with a program of "early investments" in the regional/commuter rail systems. These investments will provide two levels of benefit: first, they will benefit the riders of those systems prior to being connected to the high-speed system. Second, as the high-speed system is developed and connects with these systems, they will provide the basis for enhanced blended operations. Some of the property or rail corridors involved in this network are owned by private parties or share operations by freight and passenger services, meaning that cooperative approaches will need to be further developed among public and private parties.

Submission P002 (Lloyd Bledsoe, Bledsoe Funeral Chapel, August 25, 2011)

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Name/Nombre: LLOYD F BLEDSOE

Organization/Organización: BLEDSOE FUNERAL CHAPEL

Address/Domicilio: 1030 CARDOSO (PO Box 981) CORCORAN

Phone Number/Número de Teléfono: 992-2387

City, State, Zip Code/Ciudad, Estado, Código Postal:

E-mail Address/Correo Electrónico:
(Use additional pages if needed/Usar páginas adicionales si es necesario)

P002-1

0300 5100 - 4000 PARCEL NUMBER

WE WOULD HAVE TO RELOCATE IF ANY OF OUR PROPERTY
WAS TAKEN.
I MAY BE REACHED AT 559- 992-2387



CALIFORNIA
High-Speed Rail Authority



U.S. Department
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Response to Submission P002 (Lloyd Bledsoe, Bledsoe Funeral Chapel, August 25, 2011)

P002-1

Refer to Standard Response FB-Response-SO-01.

Alignment plans and maps of parcels directly affected by the project, where the whole parcel or a portion thereof would be acquired, are provided in Volume III of the Revised DEIR/Supplemental DEIS. For information on the property acquisition and compensation process, see Volume II, Appendix 3.12-A.

Submission P003 (Loran W. Harding, August 25, 2011)



CALIFORNIA
High-Speed Rail Authority

Comment Card
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Merced to Fresno High-Speed Train Section **Tren de Alta Velocidad Sección Merced a Fresno**
Draft Environmental Impact Report/ Anteproyecto del Informe de Impacto
Environmental Impact Statement (EIR/EIS) – Medioambiental/Declaración de Impacto
Public Hearings Medioambiental (EIR/EIS) - Audiencias Públicas
September 2011 Septiembre 2011

Please submit your completed comment card at the end of the meeting, or mail to: Por favor entregue su tarjeta al final de la reunión, o envíela a una de las siguientes direcciones:

Merced to Fresno HST Environmental Review, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period on the Draft EIR/EIS begins August 15, 2011 and ends September 28, 2011. Comments received after **September 28, 2011** will not be addressed in the Final EIR/EIS.

El periodo a hacer comentarios empieza a 15 de agosto y termina a 28 de septiembre. Comentarios reciben después de **28 de septiembre** no se responderá en el EIR/EIS final.

Name/
Nombre: Loran W. Harding

Organization/
Organización: _____

(Optional/Opcional)
Address/Domicilio: _____

Phone Number/
Número de teléfono: _____

City, State, Zip code/
Ciudad, estado, código postal:
Fresno Ca 93711

loran.harding@stanfordalumni.org
Email address/
Correo electrónico: _____

P003-1

I feel that CHSRA should build a robust barrier between the HSR tracks and the U.P. tracks clear through Fresno to prevent collisions between the UP trains and the HSR trains.



CALIFORNIA
High-Speed Rail Authority



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Response to Submission P003 (Loran W. Harding, August 25, 2011)

P003-1

As discussed in Section 3.11 of the Revised DEIR/Supplemental DEIS, a horizontal separation of approximately 102 feet between the centerlines of adjacent conventional and HST trackways has been determined by FRA to be a distance sufficient to require no additional intrusion protection. In the Fresno to Bakersfield Section, there would be a barrier between the HST and UPRR from the northern end of the station tracks near Amador Street to about 700 feet south of Ventura Street. South of that point, the HST and UPRR would be separated by at least 102 feet.

Submission P004 (Tim Souza, Tim Souza Cattle Co., August 25, 2011)

8/25/11



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Name/Nombre: Tim Souza

Organization/Organización: Tim Souza Cattle Co.

Address/Domicilio: 22972 Rd 140 Tulare CA 93274

Phone Number/Número de Teléfono: 559-738-3717

City, State, Zip Code/Ciudad, Estado, Código Postal:

E-mail Address/Correo Electrónico: timsouza@aol.com

(Use additional pages if needed/Usar paginas adicionales si es necesario)

P004-1 I have land on the North West corner of Hwy 43
and Nevada Ave, approximately 2 miles north of Corcoran.

P004-2 If the rail project is to follow Hwy 43 at that point,
I would prefer the rail be east of the BNSF tracks.
I feel I would be severely impacted if it were west of
the BNSF. I am afraid that the cattle would be
frightened when the train goes past.

Sincerely,

Tim Souza

Tim Souza



CALIFORNIA
High-Speed Rail Authority



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of Transportation
Federal Railroad
Administration

Response to Submission P004 (Tim Souza, Tim Souza Cattle Co., August 25, 2011)

P004-1

Refer to Standard Response FB-Response-N&V-01, FB-Response-AG-06.

Fresno to Bakersfield project alternatives exist to both the east and west of the existing BNSF Railway right-of-way at SR 43 and Nevada Avenue, north of Corcoran. The BNSF Alternative would travel on the western side of the BNSF Railway right-of-way, while both the Corcoran Elevated and Corcoran Bypass alternatives would travel on the eastern side of the BNSF Railway right-of-way.

The Authority will use the information in the Revised DEIR/Supplemental DEIS and input from the agencies and public to identify the Preferred Alternative. The Authority's decision will include consideration of the project purpose and need and the project objectives presented in Chapter 1, Project Purpose and Need, as well as the objectives and criteria in the alternatives analysis and the comparative potential for environmental impacts.

P004-2

Refer to Standard Response FB-Response-AG-06 and FB-Response-N&V-01.

See Volume II, Technical Appendix 3.14-B for impacts on confined animal agriculture. See Volume I, Section 3.14, Impact AG#9 for information on noise effects on grazing animals.

Submission P005 (John Stuber, Stuber Farms, August 25, 2011)

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La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

Audiencias Públicas

Septiembre del 2011

Por favor entregue su tarjeta completada al final de la
reunión, o envíela por correo a la siguiente dirección:

Name/Nombre: Mr. John Stuber

Organization/Organización: Stuber Farms

Address/Domicilio: 2020 Eighth Avenue

Phone Number/Número de Teléfono: (559)-639-3390 or (559)-564-5225

City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230

E-mail Address/Correo Electrónico:

(Use additional pages if needed/Usar páginas adicionales si es necesario)

P005-1

If the bridge across crass creek also goes over the railroad tracks then we (our farm) may be able to take farm equipment under the bridge. For even larger farm equipment we may need a easement through a dairy north of our farm and we don't know if the easement will be through the dairy or if the easement will be next to the B.N.S.F. railroad on its east side next to the B.N.S.F. railroad. The highway bridges across the paved roads of Lansing & Kansas avenues must also be wide enough to move farm equipment over them and must allow tall cotton harvesting equipment to get over them no matter what alignment is chosen. The slope of the overpasses across Lansing & Kansas avenues must be not overly steep that it will knock over cotton harvesting equipment that is rolling over it.



CALIFORNIA
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Response to Submission P005 (John Stuber, Stuber Farms, August 25, 2011)

P005-1

Refer to Standard Response FB-Response-AQ-03, FB-Response-S&S-01.

Submission P006 (Barbara Stuber, Stuber Farms, August 25, 2011)

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Name/Nombre: Barbara Stuber

Organization/Organización: Stuber Farms

Address/Domicilio: 2020 8th Ave.

Phone Number/Número de Teléfono: (559) - 584-5325

City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230

E-mail Address/Correo Electrónico: pjbarbstuber@hughes.net

(Use additional pages if needed/Usar páginas adicionales si es necesario)

P006-1

The proposed route does not meet the
requirements of Proposition 1A approved
by California voters in Nov. 2008.
The way the route is now, it would cut into
many farms and dairies. If the high speed
rail should stay close to the BNSF railway,
and not go through dairies and farm land,
then the requirements of Prop. 1A would be
met.

P006-2

Also, the route that was once considered
that went by the utility lines and was defeated
because of the wetland sanctuary for birds
could be considered again if the wetlands were
moved to another spot. Check to see if moving
the wetlands would be more economical than to pay
for farm access to cut off property, wells, dairies to
be moved around etc. Thank you



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Submission P006 (Barbara Stuber, Stuber Farms, August 25, 2011)

P006-1

Refer to Standard Response FB-Response-GENERAL-02 and FB-Response-GENERAL-04.

P006-2

Refer to Standard Response FB-Response-GENERAL-02.

An individual Clean Water Act 404 permit is required for the proposed project from the U.S. Army Corps of Engineers. In accordance with 40 CFR 230, projects that impact waters of the U.S., including the seasonal wetlands referenced in this comment, must first do all that is possible to avoid direct impacts on those waters. Where waters of the U.S. cannot be avoided, all practicable measures must be taken to minimize those impacts. After all that can practicably be done to avoid and minimize impacts on waters of the U.S., the remaining impacts on waters of the U.S. must be mitigated. The law does not allow mitigation first before all practicable alternatives to avoid and minimize impacts have been achieved.

The suggestion to move the Tulare Lakebed Mitigation Site (referred to by the commenter as the "bird sanctuary") so that the alignment could follow the power lines is not feasible. The suggestion would result in complicated logistical and permitting issues beyond the control of the Authority and FRA. The Tulare Lakebed Mitigation Site has an executed conservation easement, Operation and Maintenance Manual, and existing supporting infrastructure, and the relocation of this important wildlife habitat is not feasible.

Furthermore, as part of the NEPA/404/408 Integration Memorandum of Understanding and the Section 404 discharge of materials into aquatic resource permitting by the U.S. Army Corp of the Engineers, the Authority, and FRA are required to demonstrate avoidance of aquatic resources (FRA et al. 2010). The design around the Tulare Lakebed Mitigation Site makes significant reduction in impacts on these resources. Section 2.4 of the Final EIR/EIS states that alternatives were refined in the area to avoid special aquatic resources features, including the Tulare Lakebed Mitigation Site. Section 3.7.4.5 describes the Tulare Lakebed Mitigation Site in more detail.